

WOMEN TAKE PLACES OF MEN IN ENGLAND

Government Urges Their Substitution Where Men Are Available for Army.

London, May 7.—All departments of the British government service are officially thrown open to women for the first time in a circular issued by the cabinet through the board of trade. The circular urges all government departments to replace, wherever possible, men employees of military age with women, and offers to obtain suitable women substitutes for various clerical and other positions, through the government labor exchanges.

The circular follows up a recent war office statement appealing for the release of more government employees for the front. In this statement Lord Kitchener was quoted: "I confidently look to the heads of departments to arrange by finding suitable substitutes, for the necessary permission to be given freely to their subordinates who are prepared to join the colors."

The board of trade's circular points out that "a large number of women clerks have registered at the labor exchanges, and considerable numbers of these have already been engaged by certain government departments. In addition, a special register is being compiled of women who have signified their willingness to undertake service during the continuance of the war, to release men for combatant duties. This register already contains 30,000 names, and will supply a large number of women qualified to take the place of officials who may be released."

The board of trade has itself released over 1,000 officials for the army, and in a large number of cases their places have been taken by women.

It remains to be seen what reply will be made by the heads of the various government departments to the board of trade's circular. Many of these departments have hitherto drawn a line very rigidly against any women employees. All of them will now make a careful survey of their work and ascertain to what extent men of recruiting age can be replaced with women.

It has been for years the aim of various women's organizations to obtain from the government an equal opportunity for both sexes in the government employ. The board of trade circular is regarded as an official declaration that for the period of the war at least, the barrier of sex will have no sanction from the cabinet.

Pretty Slow.

The congressional race will have to get more lively than this if it wants public attention.—Spartanburg Herald.

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FOOD CONDITIONS IN BELGIUM UNIMPROVED

Over Two Hundred Thousand Are Fed Daily By Charity.

London, May 8.—A striking picture of the condition of affairs in Belgium is given by an article in the Berlin Vorwaerts, protesting against too optimistic views in the German press of the Belgian political and economic situation. The extracts of the article as published in London are:

"The attempt to apply the slogan 'Business as usual' to the present state of things in Belgium is due in part to the inability of the newspapers to make the necessary investigations there. We are told that the boulevards of Brussels are crowded and that great numbers of people occupy the chairs in front of the cafes; therefore we deduce that social life is going on as usual throughout the country."

"But we can correct such a judgment promptly from the figures of the public relief institutions. For an appreciation of the real economic situation in Brussels and of the psychological situation of the people there, a knowledge of public relief is more important than the appearance of the boulevards."

"It is undeniable that in Brussels the number of burghers forced to fetch their food from one of the relief centers is growing. In September the figures were 16.2 per cent.; on April 1 they were 28 per cent. of the population."

"Another point of importance is the increasing dearth of things."

"It is an exaggerated view to take that normal conditions are returning to a city where 210,000 people are fed daily by charity. For this purpose over \$13,000 a day is required, and this does not provide for the distribution of clothing, relief of unemployed, and care of children. Private charity is almost exhausted, and voluntary collections produce less and less."

"In the Belgian provinces the situation is about the same. The German authorities are willing to improve these conditions, but there are many difficulties. Railway tariffs are constantly altering, so that business people are unable to regulate their traffic in the light of knowledge of the cost of transportation. Public telephone communication is not allowed. Business letters are subject to delay and rigid censorship. Telegrams frequently take three days for delivery."

"Another difficulty is the uncertainty into which industry is thrown by the constant requisitioning of machinery. The possibility of such requisitioning by the military authorities does not encourage the setting up of new machines or the maintenance of old ones. The revival of Belgian industry of which many of our newspapers speak amounts to this: a number of businesses are working two or three days a week."

"These facts should be a warning against exaggerated optimism as to ameliorations in affairs in Belgium. In neutral countries such talk can only have an unfortunate effect."

"The greatest organizing genius would not be able to restore the crushed industries to this most troubled of all countries by a wave of the hand, or raise again the courage of a people who are as deeply attached as Germans themselves to their political independence."

ODD BITS OF NEWS.

Lancaster, Mo.—J. Kelly Wright, lecturer for the State board of agriculture, was here last week inspecting the elephant farm of William P. Hall, (Diamond Bill). Although not generally known, Hall has the only elephant market on this continent, and since the war, the largest in either Europe or America. He controls the elephant trade of this hemisphere.

Des Moines, Ia.—In bankruptcy proceedings here it came out that a Miss Dottie Morgan, a former resident, had for a loan of \$10, pawned her body to Moses Levich, to be delivered to him after death. The woman moved to Denver and Levich has asked the court if the pledge can be counted as an asset.

Oakland, Calif.—Alex Jacob and his daughter Grace were motoring on a boulevard last week when a heaving Jacob on the face. The surprise and pain caused Jacob to lose control of the car, which overturned and fatally injured his daughter.

Columbia.—Miss Clyde Yarborough has been awarded \$3,000 damages for the loss of three inches of skin from her rosy cheek. She was thrown from a street car and sued for \$10,000 damages.

Brooklyn, N. Y.—Caroline Klink, only 17, of a respectable family, collected \$2,375 in 30 days from friends for whom she promised to get jobs in the customs service. Her own father paid \$50. She had no means of making good and she is now doing 30 days at Blackwell's Island.

Yonkers, N. Y.—Peto, a monkey, owned by Mrs. Libbie Dixon, saved her and her guests from death by fire when he dragged her down from her room on the top floor to the basement where a brisk blaze was burning.

If a man went down town with his head doped up in a three-cornered digus with turrets and curlicues and a cat's tail and a chicken head pinned on one side and a young whisk broom and a bunch of spring onions on the other side and two strips of red flannel hanging down in the rear, he would be arrested and slammed in the booby hatch. But a woman can do it and get away with it.—Orlando Sentinel.

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MOTOR IMPORTANT FACTOR IN WAR

British Officers Believe Without Motor Traffic Great War Would be Impossible.

General Headquarters, British Army, France, May 8.—"A nation which had exclusively the secret of the internal combustion engine could conquer the world. Under present circumstances, a nation which could corner the gasoline supply would be the dominant military power. The automobile has without question been the most important factor in modern warfare."

It was at headquarters of the First British army that an eminent British staff officer made these observations. He had been delivering a quasi-lecture to a group of correspondents, explaining the many uses of motor-transport.

Without motor traffic the present great war of Europe would have been impossible. There would have been great battles, to be sure; great battles such as Gettysburg and Waterloo, but an army crushed would remain crushed. Today reinforcements can be thrown here and there almost as a man would fling a handful of gravel. Thousands can be moved miles overnight; thousands can be poured into the trenches in a few hours.

One has but to motor over the shell-pocked fighting area of France and Belgium to appreciate the importance of the automobile. Painted dull grey, olive drab, or daubed zebra-like, on the principle that the spotted colors prevent observations, they lumber or whizz, according to their load and power, over the magnificent roads of France, most of which are still in superb condition notwithstanding the traffic of war, bearing food, ammunition and supplies, at a rate that the general of old never dreamed of.

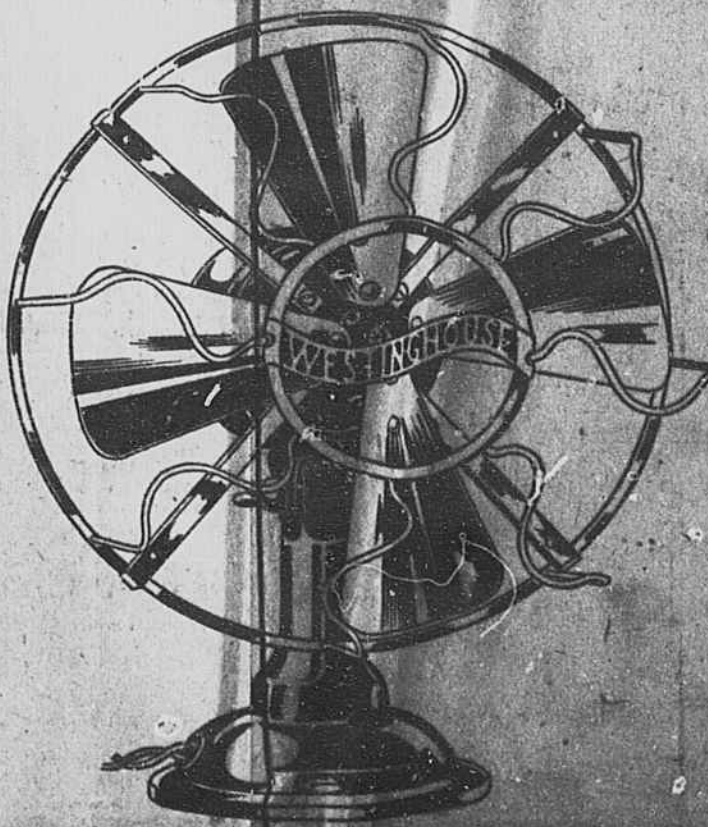
A correspondent of the Associated Press, motoring southwest from Ypres, a few miles behind the lines of parallel trenches, passed hundreds of motor lorries, making their way to rail-head there to collect supplies

which they would carry toward the front the next morning. Driven by bus chauffeurs from the Strand and Piccadilly, by taxicab drivers from the four corners of the earth, many from Canada, some from New York, Chicago and Pittsburgh, these great cars, light-skinned, crept along in an unbroken stream for miles, reminding one of the scene on the roads of Long Island the night before the Vanderbilt Cup race.

Dutch Princess Starts to School.

The Hague, May 8.—The Princess Juliana, only child of Queen Wilhelmina and Prince Henry, her consort, began her school on her sixth birthday, April 30. The queen has decided to have a regular school class formed composed of children of the same age belonging to aristocratic Dutch families and during the studies no difference is to be made between the princess and the other children.

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